

DETAILED ACTION

Claim Objections

1. Claims 7-18 are objected to under 37 CFR 1.75(c) as being in improper form because a multiple dependent claim cannot depend from another multiple dependent claim. See MPEP § 608.01(n). Accordingly, the claims 7-18 have not been further treated on the merits.
2. Claim 2 is objected to because of the following informalities: claim 2 recites "a desired driving lane", it should be the desired driving lane or said desired driving lane. Appropriate correction is required.

Claim Rejections - 35 USC § 112

3. The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.
4. Claims 1-6 rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.
5. Claim 1 recites the limitation "**the handling characteristic**" in the first line of claim 1. There is insufficient antecedent basis for this limitation in the claim.
6. Claim 2 recites the limitation "**the lane driving**" in the second line of claim 2. There is insufficient antecedent basis for this limitation in the claim.
7. Claim 2 recites the limitation "**the adjusted braking pressure**" in the sixth line. There is insufficient antecedent basis for this limitation in the claim.

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8. Claim 3 recites the limitation "**the statuses of driving stability**" in the third line. There is insufficient antecedent basis for this limitation in the claim.

9. Claim 4 recites a list of criteria, examiner not clear what these criteria are used for. Applicant needs to be more specific what these criteria are used for.

10. Claim 6 recites the limitation "**the threshold value of an ESP**" in the first line. There is insufficient antecedent basis for this limitation in the claim.

Claim Rejections - 35 USC § 102

11. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

12. **Claims 1-6 are rejected under 35 U.S.C. 102(b) as being anticipated by Fischer (Patent No.: 6406104).**

Regarding claim 1: Fisher discloses a method to improve the handling characteristic of a vehicle in case of partially-braked driving, characterized by a driving stability regulation to correct or regulate deviations from a desired driving lane, which is designed in such a manner that the start of an activated and the end of an activated regulation situation occurs as a function of conditions which are determined based on straight-ahead driving conditions and cornering (see col. 1, lines 1-46).

Regarding claim 2: Fisher discloses a Method according to claim 1, with the steps of

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detection of internal and external magnitudes and statuses, which represent the vehicle status parameters and the lane driving of the vehicle, detection of an activated regulation situation or the start of a regulation as a function of a straight-ahead driving condition or cornering, taking into account the internal and external magnitude and statuses, and correction and regulation of deviations from a desired driving lane by setting or modifying the adjusted braking pressure, when at least one threshold value is exceeded, which is determined based on the rotation above the vertical axis of the vehicle. (see col. 1, lines 28-47)

Regarding claim 3: Fisher discloses a Method according to claim 1 or 2, characterized in that the internal and external magnitudes are compared with threshold values, and an evaluation of the statuses occurs in such a manner that a determination is made whether the statuses of driving stability regulation are deactivated or not activated. (see col. 1, lines 34-47 and col. 3, lines 7-12)

Regarding claim 4: Fisher discloses a Method according to claim 1, characterized in that the internal and external magnitudes and statuses, the driving angle (δ), the driving angle speed ($\dot{\delta}$), the braking pressure (p_{main}), the vehicle speed (v), the transverse inclination angle (α), the transverse acceleration (a_{actual}) the curve radius and regulation statuses of a vehicle stability regulation [sic] (see col. 1, lines 34-47).

Regarding claim 5: Fisher discloses a Method according to claim 1, characterized in that the threshold value is determined based on the straight-ahead driving condition or cornering (see col.

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1, lines 27-32).

Regarding claim 6: Fisher discloses a Method according to claim 3, characterized in that the threshold value of an ESP driving stability regulation is formed based on ESP driving stability criteria, and the threshold value (S.sub.ESP), in case of a straight-ahead driving condition, is modified by means of a first, and, in case of cornering, by means of a second correction factor (k.sub.STRAIGHT 1 k.sub.CURVE 2). (see col. 1, lines 28-33 and col. 2, lines 1-49).

Conclusion

Any inquiry concerning this communication or earlier communications from the examiner should be directed to HELAL A. ALGAHAIM whose telephone number is (571)270-5227. The examiner can normally be reached on Monday - Friday from 7:30 AM to 5:00PM.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, James Shriver can be reached on 571-272-6698. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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/Helal A Algahaim/
Examiner, Art Unit 4136

/J. Allen Shriver/
Supervisory Patent Examiner, Art Unit 4136